

JULY 2020

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE
NATIONAL

Falcon

NEWS



1962 E-100 Econoline Pickup Truck
Ted Boothroyd
Grand Junction, Colorado

ON THE COVER

Ted Boothroyd's 1962 E-100 Econoline five-window pickup truck was named "Chiefee" in honor of the nickname for a fire battalion chief. This truck has a 170 cubic inch, original six-cylinder engine and a three-speed standard column shift. All its glass is original and flawless. Exterior graphics are authentic for the Santa Rosa, California Fire Department. Red lights, siren, and radio equipment are not operable. The bed is covered with rubberized liner to match paint color. In the bed, is a 1960's Model 20, Ansul dry chemical fire extinguisher outfitted with a nitrogen charged canister, which when activated by a lever, provides pressure to discharge the powder. Chiefee is outfitted with a variety of antique fire equipment, including a rotating red emergency beacon light—a delight while on display at car shows.

Our cover photo was taken at last year's National Meet in Colorado where Ted's truck won first place in its utility class. There aren't many of these E-100s still around. We hope you'll enjoy Chiefee's story on page 4.

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BEWARE: UNSOLICITED REQUESTS

Some members have received unsolicited requests for gift cards for donations to various causes in the name of our president Jim Guthrie and others on behalf of the Falcon Club of America. These messages are PHISHING and should be considered SPAM. While we have absolutely nothing to do with these communications, we do apologize for the inconvenience it may have caused. Please do not hesitate to reach out to us to verify the validity of any communication.

To access the online magazine, technical articles, and membership directory, use password FCA1979!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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CALENDAR OF EVENTS

July 23-25, 2020 CANCELLED

FCA 41st National Meet

Dayton, Ohio

Hosted by Ohio Valley Chapter

August 21-22, 2020 CANCELLED

Northeast Chapter's 2020 Regional

Warwick, Rhode Island

Hosted by Northeast Chapter

August 28-29, 2020 CANCELLED

Carolinas Chapter 14th Regional

Kannapolis, North Carolina

Hosted by Carolinas Chapter

September 11-12, 2020

Mid America Regional

Branson, Missouri

Hosted by Mid America Chapter

To make reservations, email www.WelkBranson.com.
We still plan that our show will go on as planned.

September 12, 2020

Pacific Northwest Mini-Regional

Ellensburg, Washington

Hosted by Inland Northwest Chapter

Our apologies that the Mini-Regional was incorrectly listed as cancelled in the June issue. It is still on the calendar.

October 2-3, 2020

2020 Pacific Regional

Sacramento, California

Hosted by River City Chapter

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.



THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

PRESIDENT'S MESSAGE



Jim Guthrie
FCA President

What a year we have had so far. Most of us have been confined to our homes, the grocery store and the doctor. Car shows of any size and scale have been cancelled or suspended indefinitely. This is a small price when one considers why we are so restricted.

Things are beginning to open up a bit, but too late to save many of our regional events. And for the first time in our history, our National Meet in Dayton, Ohio has been cancelled. I want to thank the Ohio Valley Chapter for all of the hard work and the extra effort they did to get help from the powers that be in state government trying to save our Meet. I hope that we will get to Dayton in the near future. It would have been a great event. 2021 brings a new year and new opportunity for the FCA National Meet in Dallas, Texas. Meet information will be available very soon.

The Board of Directors has extended the terms of the current slate of officers and the term of Dick Harrington until our next National Meet in Dallas. At that time we will fill vacancies for two members of the Board. The proposed By-Laws amendments will also be postponed until that Meet.

It is my hope that we are able to save our remaining regional events but only time and safety will tell. Please watch the National FCA News, Facebook and our website, falconclub.com for further information.

Until we are together again, be healthy and stay safe.

—Jim (FCA #12897)
e-mail: guthriejasr@gmail.com
Phone: 816-288-7469



“CHIEFEE”

BY TED BOOTHROYD

My first car was a 1949 Chevy convertible, which I would still love to own of course, but only at that \$50 price tag I paid back then. Along about 1972, I forgot about the old Chevys and later found that the Ford bug had unknowingly come into my life—specifically a Ford Falcon. As of the year 2020, I have owned no fewer than six Falcons, which I either restored, refurbished or just drove and eventually sold. Three of them have been featured in the FCA monthly magazine of the era. Lately I’ve been itching to write an article about my newest Falcon. It is not a typical Falcon but it is the name they sometimes loaned to the Econoline, but not the E-100 pickups, back then. Why not the Econoline pickup, me wonders? Oh well.

It started on the day that I first felt the allure of the Econoline pickup truck, and subsequently I became obsessed with owning one. As a sucker for the underdog, one of these seemed like the perfect project for me.

The poor E-100 pickup came on the scene in 1961 in full regalia, and ready to eliminate the threat of all competition. The E-100 appeared on showroom floors and people (mostly men) came in droves with wallets in tow. The funny little trucks sold like crazy, until they didn’t. The idea

for the E-100 was a welcome, new economical pickup, to be used by Joe Average with a blue collar. Regrettably, as only a few years went by, the E-100 began to lose favor. Even with the new 170 engine, and a stiffer suspension, it didn't have the suds and stability to haul a load of lumber, or more than five sacks of concrete and a load of sand. In addition, it was an ergonomic nightmare to get in and out of. So in the six years or so that it took the folks in the "hard working" community to figure it out, it suddenly became Fords newest waif, not long after the Edsel waif.

It took me about two years of search and rescue efforts to find the ideal project which you'll see on these pages. I wanted a clean rust free E-100, and not a nightmare project. My standards were way too high as I soon found out. I did not mind doing a good paint job, or light body work, but there would have to be no dents, or a horrific body patchwork expense. This truck is what I found. Enter "CHIEFEE" the battalion chief's buggy. In my career as a full-time firefighter, you could call a chief fire officer "Chiefee" but only if you knew him very well. I only got away with it once or twice. The usual comment from the chief to me was, "That'll be Battalion Chiefee to you, boy."

Chiefee the truck, is a 1962 E-100 Econoline five-window pickup truck. Now in 1962, a fire battalion chief would likely be seen cruising the streets of any town USA in an E-100. At that time,

the US military, along with many utility companies, cities, and county fleets, and Joe Average, were buying them up like crazy. Regrettably, I do not know the early history of this truck. The original paint was red, but I cannot positively identify it as a former fire vehicle.

Fire battalion chiefs are administrative fire officers, who also serve as the incident commander at major incidents. Therefore the vehicle they drive carries extra supplies and equipment for a major incident, along with the fire boss himself. Had the E-100 been outfitted with a rolled 302 engine in those days, it would have been an excellent code 3 (red lights and siren) vehicle. Alas, and to my benefit, production pooped out and many E-100's were taken out of utility service and sold or crushed. They are now so rare that good ones are hard to find for less than \$10,000.

"CHIEFEE'S" STATS:

1962 Ford Econoline E-100 pickup truck, five window.

170 CI, original six-cylinder engine.

Three-speed standard column shift.

All original and flawless glass.

Exterior graphics are authentic for Santa Rosa FD.

Red lights, siren, and radio equipment are not yet operable. During car shows, she is outfitted with a variety of antique fire equipment, including a rotating red emergency beacon light.

Continued on page 6



"CHIEFEE"

Continued from page 5

Chiefee was introduced to me by my son Greg who lives in the San Francisco area. He sent me a Craigslist item number and I immediately found what I was looking for. I sent a message to the seller saying that I am a serious buyer and that I would send my son to evaluate it for me (I live in Colorado). I added that he could bring a cashier's check and arrange for shipping. You kinda see where this is going. The seller did not return my message, nada, nothing. Once I realized my mistake, I sent him a much more sincere message, assuring him I was not a scam operator. Thankfully he believed me and called me by phone, and we made a deal, pending my approval when I see the truck. My wife Ramona and I decided that this was worthy of a vacation trip out to California, and we'll even be able to visit the kids while we're at it.

Off we went to California with our car trailer and picked up the rig, after finding it every bit the beauty that we thought it would be. We had a good time with our two boys and headed toward home. Our first stop was Reno where we enjoyed more fun. We hit a casino or two, saw some great shows, then by morning, we were off to Colorado. Our fuel stops were fairly frequent across California, Nevada, Utah, and into Colorado. The photos depict the unusual

CHIEFEE'S RECENT WORK:

Removal of 15 Cargo Hooks (30 holes).

Minor repairs of rust on body and bed.

Body returned to bare metal.

Interior and exterior primered and painted fire engine red.

Bed is covered with rubberized liner to match paint color.

Emergency radio, red lights and siren are installed.

The fire extinguisher in the bed is a 1960's Model 20, Ansul dry chemical. It is outfitted with a nitrogen charged canister, which when activated by a lever, provides pressure to discharge the powder.

scene enjoyed in gas stations by other drivers and we were politely accosted by curious and wonderful camera toten' folk.

Chiefee has been through the restoration routine which I shared with the good folks at Acme Chop Shop here in Grand Junction. The biggest challenge was the removal of more than 30 holes in the body from old cargo hooks. The sides are now as smooth as silk, and the truck has taken best in category in two out of three car shows so far.

The E-100 trucks were never badged with a Falcon emblem, and were not called Falcons during their tenure. Only same year Econoline vans were so privileged.



The Econoline makes its way to Colorado



More road time on its way home to Colorado.



Chiefee's bright white and fire engine red interior.

I was a captain in the Santa Rosa, California fire department, and I am now retired. It seemed odd to be a captain and still own and drive this truck. So I played my "creative license card" to promote myself to battalion chief with this beautiful truck.

We still love our Falcons, but this little old waif has been a true joy to add to our family of cars. FYI, Chiefee was a standout utility vehicle at the 2019 FCA National Meet in Winter Park, Colorado, taking first place in the category. Thank you for the votes club members, you truly made my day.

—Ted Boothroyd (FCA#6275)
Mile-Hi Chapter

IN CHIEFEE'S FUTURE:

A polished diamond plate rear bumper is now in restoration, and soon to be attached and if I can find one, a 200 CI engine.



Pictured at the old home in San Francisco.



Maybe it's a little shy at her new home in Grand Junction.



Here at the body shop, getting a face lift.



Awesome old cars and trucks shown with an E-100



BY THE NUMBERS: 1969, 1970, 1970½ FALCON PRODUCTION NUMBERS

BY WALLY TIRADO



Sources: "Standard Catalog of Ford, 4th Edition" by John Gunnell
"The Production Figure Book for U.S. Cars" by Jerry Heasley
"Ward's Automotive Catalog" 1969, 1970, & 1971

I have become quite fascinated with Falcon production numbers. It all started while reviewing the production statistics of the Falcons on the FCA website. Some production numbers were inaccurate, while others were not provided all. Unfortunately, in the summer of 1970, a museum fire destroyed many Ford Motor Company production records.

After 1968 model year, engine production numbers break down per model code are not available. Throughout this series all production numbers were verified from at least two different independent sources. It is believed the discrepancies in the sources are based on the combined U.S. and Canadian production. Canadian production cannot be verified at this time so for purposes of this series only U.S. production data is provided.

Throughout the research, Ward's yearly automotive catalogs were the single constant for the production figures. It is an excellent source for verifying production numbers. Ward's Auto is the premier source for auto manufacturing information and trends in the U.S. for over a hundred years. Unfortunately, Ward's publications figures are rounded to the nearest hundredth.

1969 FALCON PRODUCTION

Body	Serial	Body Type			Six	V-8	Total
54A	11	Four--Door Sedan	Bench	Standard	±19,400	±900	±21,800
62A	10	Two-Door Sedan	Bench	Standard			
54B	21	Four-Door Sedan	Bench	Futura	±4,300	±4,200	±8,500
62B	20	Two-Door Sedan	Bench	Futura			
62C	22	Two-Door Sedan	Bucket	Sport			
71A	12	Four-Door Wagon	Bench	Standard	±3,800	±4,600	±8,400
71B	23	Four-Door Wagon	Bench	Deluxe			
Total 1969 Falcon Production					±27,500	±11,200	38,775

1969 Factory Equipment

	Units	Percentage
Automatic Transmission	48,478	74.5%
Four-Speed Transmission		0.0%
V8 Engine	19,391	29.8%
L6 Engine	45,680	70.2%
Radio	45,159	69.4%
Power Steering	20,107	30.9%
Vinyl Top	157	3.5%
Power Back Window	193	4.3%
White Sidewall Tires (WSW)	2,187	48.7%
Tinted Glass Windshield	4,041	90.0%
Tinted Glass + WS	1,459	32.5%
Air Conditioning	678	15.1%
Power Back Window	4,490	6.9%



1969 54B



1969 71A

Previously published production numbers for 1966 through 1970 had conflicting numbers from the varied available sources. It was possible to establish all year's production except for the 1969 model year. 1969 production figures indicated here are based on Ward's data only.

This is the end of this series of articles, the production figures are the most accurate to date. 1969 through 1970 Falcons numbers were last published in the November of 1980 issue of *The National Falcon News*. This series of articles is a culmination of many hours my own research from various sources.

—Wally Tirado (FCA # 5178)
Plano, Texas



1969 62B

1970 FALCON PRODUCTION

Body	Serial	Body Type			Six	V-8	Total
54A	11	Four-Door Sedan	Bench	Standard	±8,800	±900	5,301
62A	10	Two-Door Sedan	Bench	Standard			4,373
54B	21	Four-Door Sedan	Bench	Futura	±2,400	±1,000	2,262
62B	20	Two-Door Sedan	Bench	Futura			1,129
71A	12	Four-Door Wagon	Bench	Standard	±1,500	±1,100	1,624
71B	23	Four-Door Wagon	Bench	Deluxe			1,005
Total 1970 Falcon Production							15,694

1970 Factory Equipment

	Units	Percentage
Automatic Transmission	538	81.9%
Four-Speed Transmission		0.0%
V8 Engine	128	19.4%
L6 Engine	530	80.6%
Radio	12,634	80.5%
Power Steering	4,394	28.0%
Vinyl Top		0.0%
Power Back Window	46	4.3%
White Sidewall Tires (WSW)	657	61.6%
Tinted Glass Windshield	213	20.0%
Tinted Glass + WS	188	17.6%
Air Conditioning	102	9.6%
Power Back Window	1,067	6.8%



1970½ FALCON PRODUCTION

Body	Serial	Body Type			Total
54A	27	Four-Door Sedan	Bench	Standard	30,443
62A	26	Two-Door Sedan	Bench	Standard	2,6071
71A	40	Four-Door Wagon	Bench	Standard	10,539
Total 1970½ Falcon Production					67,053



The 1970½ Falcon production figures to my knowledge have only ever been published in one publication "The Production Figure Book for U.S. Cars" by Jerry Heasley. All other publications did not break down the series from within the Fairlane series that the Falcon was based.

JUST FOR FUN

YouTube Video: 1960 Ford Economy Twins

Tennessee Ernie Ford. Two of America's most beloved personalities in 1960, the Peanuts gang and Tennessee Ernie Ford tell you about the Ford Motor Company's value leaders for 1960—the Falcon and the Fairlane 500.

Charlie Brown was the meekly-mannered protagonist of Peanuts, the popular daily comic strip created by Charles M. Schultz. Tennessee Ernie Ford was a chart-topping country singer who hosted a down-home musical variety series, *The Ford Show*, every Thursday night on NBC from 1956 to 1961. Both enjoyed profitable stretches as TV pitchmen for the products of the Ford Motor Company.

Price is the central message in this 1960 spot, which features the Falcon and the Fairlane 500, billed here as the Economy Twins. The Falcon was Ford's new entry that year in the emerging compact category, while the Fairlane 500 was the company's full-size, mid-trim level offering for 1960. The Falcon was considerably cheaper than the expensive-to-build Corvair.

Online Link: <https://www.macsmotorcitygarage.com/>

Thanks for the links, Larry Shovan.



If you've wondered if Batman ever let Robin drive the Batmobile, the answer is no, he made him drive the "Robinmobile" instead. Reprinted from Metro Detroit's *Falcon Express*, January 2020.

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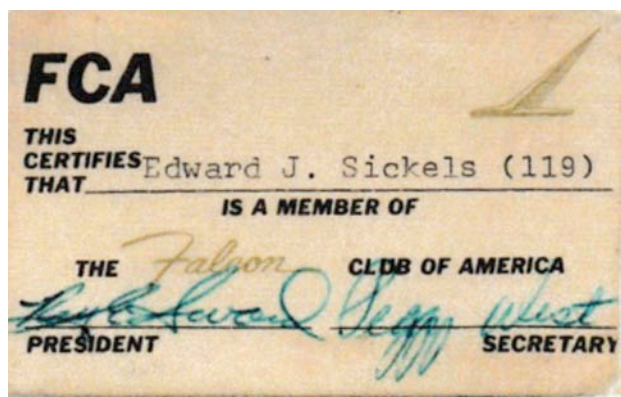
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FALCON NATIONAL ROAD TRIPS AND A ONE-OWNER FALCON

By Pat Varricchio (FCA #11958) and Dick Harrington (FCA #12563)

A Falcon was not in Ed and Phyllis Sickels plans, but Phyllis was sick and tired of her 1955 Mercury stalling and refusing to restart. Her mechanic blamed it on the automatic choke. A relative worked at Marshall-Field Motor Company in Cleveland, Ohio, so they were off to look for a replacement. There were three Fords on the showroom floor—a Galaxie, Fairlane and a Falcon which was missing its front bumper. Phyllis looked at all three cars on the showroom floor and asked which ones had manual chokes. Only the Falcon! So, on November 18, 1963 the paperwork was signed for a Rangoon Red 1964 Falcon convertible. Their Falcon was factory equipped with the 170 six, Fordomatic, radio, two-speed wiper and washer, padded dash, and whitewall tires. The sale price was \$2,846.70, tax was \$5.40 and \$7.00 for the title fee. Their 1955 Mercury was valued at \$359.10 and Ed and Phyllis paid an additional \$16.80 for seat belts. Delivery was on November 23, 1963 (with its new bumper), the day after President Kennedy's assassination. Phyllis didn't feel very festive driving a red convertible on that day.



Ed's FCA membership card with Roy Sword's signature.



The Sickels' Falcon and Ed at the 2019 Gettysburg Regional.

Ed joined the Falcon Club of America in 1980, membership number 119. He had read about the Falcon Club in *Hemmings News*. Ed and Phyllis attended their first Falcon National in August 1986. The event was in Appleton, Wisconsin, their road trip #1 to be followed by many more. Some of the memorable road trips are:

San Ramon, California 2005. Mike Garrett organized the first cross country migration. Ed was the first one to have issues when a fan belt failed in Seymour, Indiana. While the guys went to work on replacing the belt, the girls went to a local grocery and put together a picnic lunch. Other than a broken fan belt it was a wonderful experience.

Steamboat Springs, Colorado 2011. The usual group of migrators headed west to Steamboat Springs. It was a typical migration to a Falcon National. Everyone was on their own for the return trip home. The Sickels were passing through Oakley, Kansas when the carburetor caught fire. He rolled into a truck stop and grabbed his fire extinguisher. His small extinguisher was not large enough, but just in the nick of time a trucker ran up with a larger extinguisher and put out the fire. The paint was burned off the hood and the driver's fender and the Sickles were all alone in Oakley, Kansas. Tiny, a local mechanic that was familiar with Falcons was recommended by local folks, and had the car towed to his house. While waiting for repairs, Ed called his friend Pat, who was a fellow migrator and was currently in St. George, Utah, one and a half days west of Ed's current location. Tiny repaired the carburetor and Pat and the Sickles began heading east. They got one exit down I-70 and Ed's Falcon began blowing white smoke. The Falcon was towed back to Tiny, but Tiny was not home as this was the annual Oakley Heritage Day Parade.



Oakley, Kansas is home to the 2020 OAKLEY CORN FESTIVAL on October 16-18, featuring the Kansas State & National Cornhusking Contests.

Pat, Ed and Phyllis drove to town to find Tiny. At 380+ lbs. they figured he should be easy to spot. They get to Main Street and Pat's 1963 Falcon was waved past the police barricades since old cars were part of the parade. So here they were waving to the parade viewers searching for Tiny. Tiny was found and the freeze plug was replaced, and another night was spent in Oakley. Heading east again, the Falcon did not want to go over 50 mph, but perseverance kept them going and they were encouraged to keep driving. The closer they got to home, the less it would cost to get towed the rest of the way. Three days later they arrived home.



Ed and his Falcon at Ford Carlisle in 2004.

Sacramento, California 2017. The migrators headed for the West Coast again. When Ed and his son-in-law Paul arrived at the host hotel, they needed a new radiator. The engine was running rough, so a quick carb rebuild was done and a tune-up with new points and condenser. In trying to time the engine, the timing would be set and

then it would change. It was attributed to a faulty timing light. The engine was running well so, head East. A quick side trip to LA and on the road again. Traveling through Sun Valley Arizona, the rear end failed, the car was towed to Phoenix and replaced. It was Henryetta, Oklahoma when the Falcon quit again. It was towed to the nearest Ford dealer where they spent three days trying to find the problem. They thought it was bad fuel and they flushed all the lines and the gas tank all to no avail. It was decided to rent a van and a trailer to return the Falcon to its home in Maryland. The issue turned out to be a broken shear pin holding the distributor gear to the shaft, Ed's mechanic, Ronnie had it diagnosed in 15 minutes and the repair was completed in 20 minutes.

The Sickels' Falcon has been driven to fourteen Nationals and this year the Falcon would have been in Dayton, Ohio. So, the moral of the story is "there is no good excuse not to drive your Falcon to a National." Next year, we hope to see you and your Falcon there; stop by and have a chat with Ed.



Notice how Ed creatively displays his event pins on his Falcon.

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Copy of the original sales receipt.

Continued on page 14

FALCON NATIONAL ROAD TRIPS AND A ONE-OWNER FALCON

Continued from page 13



The Sickles' door tag decodes as:

76A = Body Style Code Convertible (Bench)

J = Paint Rangoon Red

65 = Trim Red Vinyl

26K = Build Date October 26

32 = District Code Cincinnati

5 = Rear Axle Code 3.50:1

3 = Transmission three-speed Fordomatic.

The VIN number decodes as:

4 = 1964, H = Assembly Plant Lorain

15 = Body Serial Code

U = Engine six-cylinder, 170 cubic inch (1V)

119577 = Consecutive Unit Number



Ed and his Falcon pose in front of the Indianapolis Speedway Museum in, 2006.



The Sickles' Falcon at the FCA National, Appleton, Wisconsin 1989.

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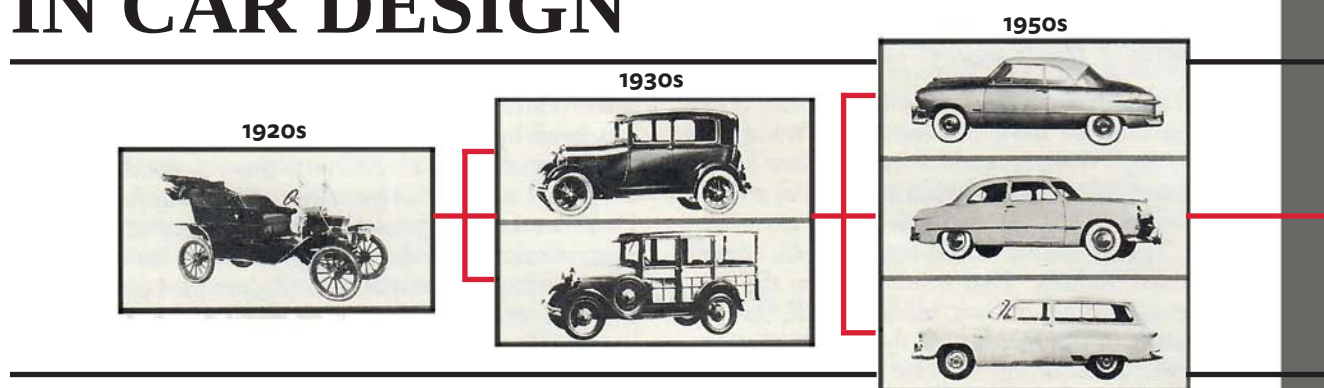
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50,000,000 Americans can't be wrong about the cars (not "car") they'll need for the roads of the Sixties

In a relaxed moment at a private club, a Detroit manufacturer was heard to remark: "In five years' time pistons will be obsolete." Instantly someone flashed the stop-press news that an atomic car was on its way.

The report, of course, was a bit previous—improved gasoline engines rule out any unconventional source of power for a long time to come. More significant to the car buyer, however, was the error of expecting some exotic scheme to transform American automobiles.

Changes in American life reshape our automobiles even faster than the scientific laboratory. A revolution in car design is under way right now in the opening year of the Sixties decade.

The typical family car today travels 10,000 miles a year, up 10 per cent just since 1950. Spreading of population from cities into suburbs, from suburbs into the countryside, has made the automobile the lifeline of a nation's daily activity. Remote areas become less remote; today's farmer lives like the city man of a decade ago. And the city man, with his car, ranges far from the downtown streets in pursuit of business or pleasure.

So rapidly that few of us quite realize it, Americans have become a more mobile people than the nomads of the ancient steppe. Not only homes have spread out, but also factories, schools, social centers, hobbies and sports. Just look at a

shopping center or drive-in movie and compare the past. The cities carve out expressways to accommodate their restless citizenry. The Federal highway program is a bigger project than the St. Lawrence Seaway.

Geared to this swift change, the revolution in car design is signaled by the "s" in "cars." It's "cars of the future" now—plural, not singular. Not one Ford, but six entirely different kinds of Fords in 19 models, appear in this 1960 Buyer's Digest.

Different needs, new designs

When cars are used often, and for many different purposes, by a nation in constant motion, there comes a point where the car designer faces the challenge of a *variety* of needs. To respond to the needs, he must design a variety of vehicles—each highly specialized. This is a revolutionary departure from past practice of building one basic car with a variety of modifications.

Each model in a complete line today is designed from the outset for its purpose. The 1960 Falcon, for example has its own new economy engine and new unitized body. Station wagons have become completely specialized vehicles back of the front seat.

Dramatic evidence of the change comes not from the automobile world but from real estate. Suburban brokers report that home buyers today demand two-car garages...extra parking, too... and that the three-car garage is no longer unusual in the U.S.A.

1960



FALCON



FAIRLANE



GALAXIE



STARLINER



STATION WAGONS



THUNDERBIRD

Each car in that garage will be there for its own special function. A lightweight car runs Dad to the station. A hardtop or sedan serves that rest of the family about town in proper style. The station wagon does the heavy hauling, then doubles for Dad and Junior's hunting trip in the fall.

To be sure, a single car could serve all three purposes—but when there is work enough for all, they tend to divide the labor. A car buyer asks himself, "Now just what is it I want out of this automobile?" If trips are frequent but short, then operating economy becomes the dominant consideration. If trips are long, and on high speed roads, then performance, comfort, and safety may be more essential than initial price and fuel savings.

The "right" car depends upon where you live, how far you travel in that particular car...and further, on what you like, how you want to look or what your business requires. In the 1960 Fords, you see the first full expression of the revolution of the Sixties in automobiles design.

FALCON is today's answer for the economy buyer who seeks low price, high gas mileage, and low upkeep without compromise of basic American family needs. New size but not experimental...logical outgrowth of 57 years of Ford experience. Engineered for roominess, safety, performance

FAIRLANE and **FAIRLANE 500** are designed for greatest value to those owners (a big majority) who demand a broad shouldered, all-purpose modern automobile that's low in price. Must be compared to higher-priced cars for fast, comfortable transportation anywhere Americans travel together.

GALAXIE models frankly appeal to owners who want the best—but why pay more? Unrivalled at any price for style and elegance, power and ride, upholstery and fine touches. First Galaxies cost \$65,000 each to build...but buyer can get vastly superior car at lower cost through volume sales

STARLINER, a hardtop of fast boy lines, is brand new companion to famous Sunliner open convertible. Designers today recognize a significant owner demand to be different, to enjoy power for its own sake. Both of these Fords are quality fun cars with style and performance to win young hearts.

STATION WAGONS were early specialty vehicles, first sign of design revolution that will attain full flower in the Sixties. For suburban living, outdoor sports, city business, today's wagon is the universal car...carries children or cargo with equal ease. Ford has been a wagon leader since 1929

THUNDERBIRD story is a modern classic. Has the distinctive quality of a prestige car, but without bulk in any dimension. Since introduced in 1954, T-bird sales have increased to top rank in luxury class. Its famous sleek, flat silhouette, sports car handling, zestful power add to T-bird fame

This article originally appeared in the Ford's Buyer's Digest of *NEW CAR FACTS* for '60. It has been re-formatted to fit our magazine.

The Sixties and Beyond

Safety Features in Automobile Design

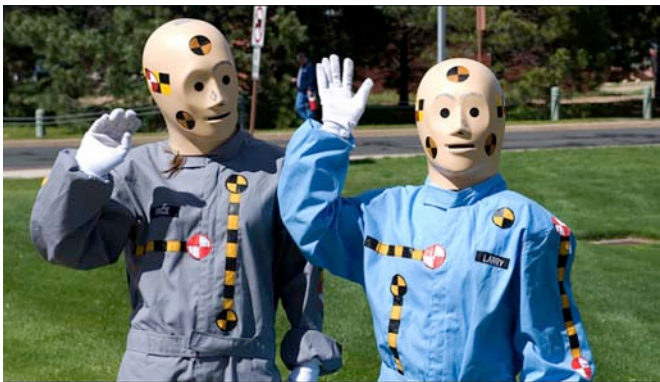
The article on the previous pages stated, the car designer faced the “challenge of a variety of needs.” and “Sixties car design “performance, comfort, and safety may be more essential than initial price and fuel savings.”

One of the biggest concerns of driving a classic car is a desire for safety when on the roadways. In this article we'll look at how safety fared in the cars manufactured in the Sixties and beyond. It is estimated that motor vehicle collisions caused the death of around 60 million people during the 20th century, around the same number of World War II casualties. That is sobering. However, there were many competing factors driving the industry. One was the need for more speed and more power.

The automobile industry contended that driver education, better traffic controls, and more law enforcement would prevent accidents. New car marketing emphasized horsepower and speed. Some industry officials insisted powerful engines would enhance safety because motorists could escape dangerous situations quickly. In spite of safety advocates questioning drivers' ability to handle automobiles at higher speeds, horsepower remained a feature of emphasis in new car marketing through the 1960s.

Over past years there's been a downward trend in traffic fatalities. Unfortunately, the article on the previous pages did not foresee the impact of the growth of numbers of drivers in the “Sixties generation.” The increase of youth in the 1960s made it a time when many young, inexperienced drivers were on the road and progress in reducing fatal accidents was delayed. As you can see in the chart below, “Motor Vehicle Safety Data,” the 1960s had a particularly number of fatalities per miles driven, with a downward trend not occurring until the '70s.

In the 1960s, government authorities chose a policy of forced technological change to make cars safer. In 1961, Wisconsin became the first government authority to require seat belts in new cars. By 1963, all new cars had



Crash Dummy toys centered on the NHTSA's Vince and Larry “spokes-dummies” and other characters.

floor anchors, and two more states—Virginia and Mississippi—required seat belts. Most U.S.-market cars built 1966 and later added basic safety features such as padded dashboards, seat belts, dual-circuit braking systems, and safety glass. In 1966, Ralph Nader voiced the need for safer cars through his testimony in Senate hearings. Later that year, Congress passed the National Traffic and Motor Vehicle Safety Act, which led to mandatory lap and shoulder belts and required other lifesaving hardware be in all new cars by 1968.

By the late '60s, independent firms supplied crash test dummies to automobile manufacturers, who had to prove that they were in compliance with federal seat belt standards. Dummies were fitted with internal sensing devices that measured and recorded impact. From 1985 to 1998, NHTSA and the Ad Council sponsored television and radio commercials with actors who portrayed Vince and Larry, human-like crash test dummies.

Few motorists wore seat belts when they became standard equipment in 1968. Between the 1970s and 1990s, compliance increased from less than 20 percent to more than 80 percent. Federally-sponsored safety campaigns on television and radio and in print media drove home the message that seat belts and air bags save lives. Between 1984 and 1995, forty-nine states passed laws requiring motorists to buckle up. In 1998, the federal regulations required air bags in new cars, reflecting a philosophy that

Motor Vehicle Safety Data

	1960	1965	1970	1975	1980	1985	1990	1995	2000	2005	2010	2015	2018
Fatalities	36,399	47,089	52,627	44,525	51,091	43,825	44,599	41,817	41,945	43,510	32,999	35,484	36,560
Vehicle-miles (in millions)	718,763	887,811	1,109,724	1,327,664	1,527,295	1,774,826	2,144,362	2,422,823	2,746,925	2,989,430	2,967,266	3,095,373	3,240,327
Rates per 100 million vehicle-miles													
Fatalities	5.06	5.30	4.74	3.35	3.35	2.47	2.08	1.73	1.53	1.46	1.11	1.15	1.13

<https://www.bts.gov/content/motor-vehicle-safety-data>
Safety Data: 1960–70: Estimated by U.S. Department of Transportation, National Highway Traffic Safety Administration from data supplied by U.S. Department of Health and Human Services, National Center for Health Statistics, and individual state accident reports (adjusted to 30-day deaths). 1975–2018: U.S. Department of Transportation, National Highway Traffic Safety Administration Vehicle-miles: 1960–65: U.S. Department of Transportation, Federal Highway Administration

safety technology should be the first line of defense in an accident. By the '90s, acceptance of auto safety equipment had become a social norm. Motorists became convinced buckling up could save them in an accident. Manufacturers no longer feared safety equipment made cars appear dangerous or hurt sales. Safety devices became desirable because consumers believed in their lifesaving virtues.

In a classic car, vehicle handling characteristics—steering, suspension, and brake performance—are likely to be poorer than current standards. Throughout the last 60 years, many upgrades have become available for today's classic cars. Seat belts—retro-styled, color-coded with chromed buckles, two-point and three-point—are manufactured according to Federal Motor Vehicle Safety Standards. Since many early '60s car bodies did not include safety belts as standard equipment, they may not include readily available reinforced mounting points on the vehicle body. Research and proper installation is critical, which means locating attachment points on the body and frame, assuring proper reinforcement, and following seat belt installation instructions to reduce the risk of malfunction or failure. Some owners are reluctant to retrofit seat belts for the loss of originality this modification implies.

Fitting modern tires is also a suggestion to improve handling. Modern tires may be much wider and have a lower profile than those used on classic cars when new and may interfere with suspension elements and the tire walls may become damaged. The suspension of a classic car may

not be suitable for radial ply tires, having been designed to only accommodate bias ply tires. Narrow classic car wheels may have been designed for narrow high-profile tube tires and not be suitable for modern tubeless radial tires. Another problem with modern tires on classic cars is that increased grip requires increased steering effort; many of our classics do not have power steering. Many tire companies have dedicated classic car tire marketing departments and will be able to give expert technical advice to address all these issues. It is important to know how radial tires will affect the performance of a car originally fitted with bias-ply tires, and the considerations needed to compensate for the differences.

Upgrading braking is an effective method of improving safety. Popular examples include drum brake to disc brake conversions, or adding a vacuum servo to cars with front disc brakes that did not originally have one.

The evolution of car safety has been a fascinating combination of technology, information, laws and more—all to make our cars and roads safer. But beyond all of these safety features a lies another big factor. Common sense plays a big part in the reduction of automobile fatalities. Driving a classic car requires greater road-awareness on the part of the driver and there is evidence today that classic cars may be involved in fewer accidents. Be safe and pay attention. Keep your cars up to road standards and use the safety devices available to you. We want to keep you and your Falcon on the road for many years to come!

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FALCONS FOR SALE

1960 Ranchero, Flat Black with lots of chrome, 200 ci, C-4 automatic. New or rebuilt everything, alt. conversion, good condition, no rust. Needs finishing. Asking \$3,500 or best offer. Pictures on request. Len Fierling, fieries77@gmail.com or 503-630-7547. OR. 200799

1963 Falcon Futura two-door Sedan, body 62C. This car was one family owned and has 47,000 actual miles. It is Maroon on the bottom with a Wimbledon White roof. It has a V-8, 260, automatic, and power steering. It has bucket seats with console. This car drives as new. The trunk area is as new, also. Can send pictures. NO RUST ever. \$14,500 OBO. Call Steve, 350-430-0143. WA. 200720

1962 Falcon Sedan Delivery project, RARE. Later model 200, "big" 3.03 three-speed with floor shift, LR quarter damage, price includes two full L/R quarter panels \$2,995. 1963 Falcon four-door Deluxe, project; 170/three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. 1964 Comet 202 four-door wagon project; 170/three-speed, neat options including interior light group, remote control driver's mirror, plus the "M" gas cap. \$3,495. 1951 Ford two-door sedan; Flathead V8, overdrive, rewired, lots of recent work, runs/drives good, needs paint and body work, some mechanical attention needed, \$5,995 OBO. Call or email Lenny, Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 200620

1963 Falcon Futura two-door Sedan, Body 62C. This car was one family owned and has 47,000 actual miles. It is Maroon on the bottom with a Wimbledon White roof. It has a V-8, 260, automatic and power steering. There are bucket seats with a console. This car drives as new. The trunk area is as new. Can send pictures. NO RUST ever. \$14,500. Call Steve, 360-430-0143. WA. 200618



1965 Falcon Rancherocomet 289, \$9000. 1964 white Cyclone no motor, no transmission (was 289), \$3900. 1964 tan Caliente, no motor, no transmission, (was 289), \$3300. 1964 red wagon, V8, \$13,000. 1965 Caliente two-door hardtop, no motor, no transmission was (six-cyl), \$950. I have extra parts cars to make these cars better. Call or text Carlos Vera at 720-281-0940 or calicometcarlos@yahoo.com. CO. 200722



1969 Ford Falcon Station Wagon, \$13,950. Southern wagon in overall good condition, one owner family, garage kept. V8 302 two-BBL, automatic, PS, PB, A/C currently not operational. New front shocks, coil springs, RR shocks and leaf springs. Original genuine Ford Falcon manuals included. Carol Ague, 256-337-4028. AL. 200701



1970 1/2 Falcon. Prof. built 429 stroked to 501ci; prof. built C6. Edel. 7566 Manifold, 60675 heads, Comp Cam 34-000-9 roller, FPA headers, MSD Atomic EFI. PS, front disc, fabricated 26 gallon fuel tank, 31 spline Strange axles, N case 3.50:1 Detroit Locker, Lokar floor shifter. Original paint, some dents, scratches and surface rust. 15" wheels, new tires 225/60x15 frt, 275/60x15 rear. USB audio, plus some misc new parts. May-June 2016 Fairlaner magazine. \$24,000 OBO. jwreese@tranquility.net; 573-864-3153. MO. 200620

PARTS FOR SALE

Parting 1960-65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. SPECIAL: Dismantling '63 Falcon convertible--no engine, transmission, or rear end. V-8 car, minimal rust, all or part. Clear title. Call Steve, 360-430-0143. WA. Thanx for driving a Falcon! 200720

14 Early 260/289 cylinder heads with date codes: 1M20, 1M21, 3A17, 3A17, 3C14, 3E3, 3E6, 4A9, 4A9, 4B5, 5D23, 5E1, 5F4, 5B17. No Hi-po heads. Bargain basement prices. Please contact Keith Davidson, 720-387-9339 or mightyfalconracing@gmail.com. CO. 200701

Used Performance Radiator for 1963 Ford Falcon, fully functioning condition, no known leaks, problems or issues, minor fan rash and bumps from use, with cap, \$120; Ring and pinion gear set for 8.7 Ford Rear C9AZ-4209-C, for the rare 8.7" rear end, complete with shims, highly desirable 3.07 ratio, may fit: WER-AC of '73-'77 Ford Granada, Mercury Monarch & Lincoln Versailles, \$135. Original 1986-93 Ford aluminum manual trans bell housing E6ZR-6394-AA, fully functional, with minor cosmetic blemishes, just removed from vehicle, clutch eyelet tab had been trimmed to fit in a Falcon, but

remains fully operational, \$80. Items worked fine when pulled from vehicle; photos available; all good used uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Chris Parsons, indeoconfidimus@gmail.com. NJ. 200703

1968 Ranchero "Y" code running 390 engine and column shift C6 transmission with A/C, P/S, P/DB, exhaust, dash and cowl assembly. The Ranchero was cut off just behind the A pillar/door post. The C6 transmission mount is included. I do have the title, VIN #8K48Y215129, \$3,500. 1970 351 Cleveland 4V closed chamber heads: cast #DoAE, \$800. 1973 351C 4BL open chamber heads: cast #D3ZE; fresh, \$800. 351C 4BL Exhaust manifolds one pair, \$450. Lots more 351 Cleveland parts, 390 tri power set up, \$2,250 1969 428 CJ motor, \$8,500. 1966 428 short block with CJ rods cast # C7AE-B, \$2,800. 1967 GT 390 motor, \$3,500. 1971 429 CJ 4 bolt main motor, \$6,500. C4 B & M "breakaway" torq. converter, \$300. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D,, \$400. 1965 289: heads cast # C5AE, dates 5B9, \$250; crankshaft, \$150; rods cast #C3AE, set of eight, \$100; valve covers, \$60. 1965 289 crankshaft, \$150. 1967 289 Hi Po heads: date on both heads 7H23, \$2,500 1967 289 distributor cast # C7OF-12127-B; date 7F30, \$75. 1967 289 exhaust manifolds, \$150. 347 stroker kit, \$1,200. 1968-70 428 CJ parts & 429 CJ parts. Keith Litteken, 314-480-2556, or kslitteken@aol.com. MO. 200720

Three 1963-65 HT/Conv. used windshields; 1963-65 four-speed metal hump, excellent; NOST/loader four-speed speedo cable, C3DZ-17260-F; Three Moog K333 roller bearing idler arm conversion kits; 289-302 windage tray with cap bolts; Complete set 1965 Futura/Sprint side trim moldings; 63.5 8" 5-lug housing with axles and chunk; Two good '65 V8 drag links; Two 1964 grilles, good driver quality; 1964-65 Comet restorable console; 1965 Front gravel pan; 1964 Sprint red interior with buckets and console; three complete sets pedals, manual and auto; Z-bars, five-bolt and six-bolt; four trans mounts; three 1965 rebuilt 16:1 ratio steering boxes w/1" sector; pair used 1964-65 Falcon/Comet fiberglass doors; Two '65 grilles, nice driver quality; New 1964-65 Falcon R-model

apron; New 1" sway bar; Two sets 1964-65 front and rear bumper cores; Two NOS 1965 grilles; Eight '65 front fenders (4L, 4R), some with Futura molding; '65 Futura dash plastic set, needs refinish; 10-12 1965 tail light lens and housings; Used good '65 wiring harness with heater controls, heater blower, wiper motor, linkage, etc.; Original export brace; Box of six or eight sets good used headlight doors; Two V8 manual drive shafts; Used Falcon/Comet Hooker headers; 1964 Sprint three-spoke horn button; 1964-65 Sprint inside door sill emblems; NOS 1965 289 Sprint fender badges with foil inserts; 1963-65 Falcon/Comet heater delete firewall plate and interior RH heaterless air duct for same. Priced as one lot: \$3,000. Bring truck. Mike Durhan, 205-647-3703. AL. 200618

Parting 1960-65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. SPECIAL: Dismantling '63 Falcon convertible--no engine, transmission, or rear end. V-8 car, minimal rust, all or part. Clear title. Call Steve, 360-430-0143. WA. Thanx for driving a Falcon! 200720

NOS 1960-1963 Ranchero right rear quarter panel, CoDB-6627846-E, \$900. NOS 1969-70 right front fender, \$375. No shipping. Brian Gatzow, 262-781-5392 (no texts), bdgtzw@aol.com. WI. 200606

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300. pair. 1964 NOS Falcon backup lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 backup lamp Kit, Part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. NOS 1963-65 Falcon Sprint/ Cobra California air cleaner with PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695. 1963-64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. 196-66 Mustang T-10 Tail Shaft, \$125. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet, top loader shifter box with linkage, \$450. 1963-65

Falcon/Comet four-speed tunnel, black powder coated with top plate, \$399. 1963-64 generator bracket, \$100. 1965 NOS Falcon Ranchero/Wagon gas cap, \$139. 1963-65 Falcon/Comet six-cyl. valve cover, black wrinkle powder coated, \$125. 1963-65 Falcon/Comet air cleaner, black wrinkle powder coated, \$55. 1962-63 Falcon/Comet stainless steel dash trim, \$125. 1964-65 Falcon/Comet stainless steel dash trim, \$125. 1964-65 Falcon/Comet AAC new gold carpet, front/rear, \$120. 1963 Falcon spears, perfect used, \$300. 1963 Falcon spears, driver condition, \$100. 1963 Falcon hood scoop, new chrome, \$145. Rare Valvoline bench mat, w/1965 Falcon Ranchero Monster truck on it, 20"x17", \$155. 1964-65 Falcon/Comet console bracket (Reproduction), \$125. 1963-65 Falcon/Comet stainless steel V8 motor mount heat shields, (Reproduction), \$35. 1963-65 Falcon/Comet four-speed shifter tunnel top ring (Reproduction), \$45. 1964-65 Passenger side front fender, \$145. 1964-65 front/rear bumpers, \$165 each. Big block 3x2 setup, intake, carbs, linkage, air cleaner, filter, and more, \$2,100. Ford big block 2x4 setup, intake, carbs, linkage, air cleaner, filter, 3,500. Ford small block 2x4 setup, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, Hertz lighters, patches, signed posters, more items, More NOS, Used And Scott Drake, Dennis Carpenter reproduction parts available, Call Vic Falcone, 518-355-7756; vfalcon64@aol.com. 200609

The following are from an original '64 Fairlane 260, good used condition: Autolite 2100 1.01 C4OF-AK carburetor, 1.01 Venturi, fully functional, 1.01=240 CFM, comes with OEM aluminum spacer block, \$85. Pair Exhaust Manifolds with surface rust, driver side has broken & missing flange/stud, passenger side appears to have had a repair to broken flange/stud, passenger side has heat stove \$15. 4 Blade Radiator Fan C2OA-8600-B, 17½" diameter, standard steel blades, center hub hole 5/8" diameter, straight, no heavy rust, no cracks, believed to be Ford PN C2OA-8600-B, comes with spacer, which appears to be aluminum & may be Ford part number C2OZ-8546-D, \$55. Generator Assembly C2OE-10039,

continued on page 22

CLASSIFIED

continued from page 19

unrestored, includes generator core, flexible shield and brackets \$190. Items worked fine when pulled from vehicle; photos available; all uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Chris Parsons, indeoconfidimus@gmail.com, NJ. 200703

Parts for 196-65 Falcons including hoods, fenders, doors, taillights, chrome, door hinges, window cranks, a full set of 1965 chrome, and a nice '65 Mercury Caliente grille. I have 13" and 14" four-lug wheels, \$20 each and 13" and 14" five-lug wheels, \$25 each. Bob, 806-683-3550. TX. 200799

1960-62 Dog Dish caps, \$15.00. 196063 Comet Dog Dish caps, set, \$50. 1963-66 2690-289 distributors, \$20. 1963-64 gen mount V8, \$25. 1963-65 V8 air cleaner, \$45. 1965 287 heads, \$100 pair. 289-302 carns, \$40. 1960 six-cyl. Holley carb, 9510, list 1921. 1966 power steering pump, \$60. 1963-65 wire wheel covers, 14" set of four, \$150. Roger, 989-753-2686. MI. 200699

Parting 1960-65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. SPECIAL: Dismantling '63 Falcon convertible—no engine, transmission, or rear end. V-8 car, minimal rust, all or part. Clear title. Call Steve, 360-430-0143. WA. Thanx for driving a Falcon! 200618

Don Branson's 35 year collection of good used parts for 1960-69. All car parts (must take all), \$10,000. If sold separately: hoods, \$75; doors \$75; grilles, \$150-800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357; cell 636-357-8522 or email jlwbanson@mail.win.org. MO. 200608

New 15" wood and aluminum steering wheel, three-spoke, Cobra slotted frame, center hole 3 1/2". It has nine rivet holes, stamped Mota-Lita Franc S.A., not Moto-Lita England, \$275 or close offer. Bare front narrow bolt patter top loader case, tag reads HEH-G, fits 260-289 Mustang, may fit Tigas, Fairlane, Cobra and Falcon, \$200. Autolite 4100 1.08 carb C42F-C, automatic, needs parts and rebuild, \$200. Two NOS 1962 Falcon taillight housings,

C2DZ-9725-A, \$250 firm. NOS passenger side rocker panel, fits all 1964-65 models, \$250. More parts. All parts price plus shipping. New in box Edelbrock 351 W performer intake, \$250. John Simone, 413-336-5307. Easthampton, MA. 200699

1960-65 Falcon/Comet radios, good looking, tested and working, \$150-\$250 each. 1960-66 Falcon seatbelts, OEM and aftermarket, many colors/condition levels; getting hard to find, \$60-\$300 per set. Four lug 14" wheels, \$60 each, set of five, \$250. Four lug 13" wheels, \$25 each, or five for \$100. Five lug 13" wheels, \$50 each or five for \$200. 14" Falcon wire hubcaps (small spinners): #4 driver quality to #1 top condition \$175- \$550.00, set of four. 14" Galaxie wire hubcaps, (large spinners): #4 driver quality to #1 top condition \$175-\$550, set of four. 1960-67 Falcon station wagon tailgate cranks, driver quality to NOS, w/keys/working, \$225-\$500 each. 1960-61 grilles: driver quality to NOS, \$ 75- \$350.00; Dagenham four-speed bellhousing/ clutch fork, \$75; (1) Dagenham shifter box left: one lightly used \$250; T-10 four-speed, complete, buildable, narrow pattern \$495, with complete shifter and trans mount, \$695, with pedals, four-speed column, bellhousing, starter and clutch, \$1195. 1964 five-bolt C-4 complete w/starter, dust covers, torque converter and Falcon tailshaft housing; came for a 80K mile car; \$495. NOS 1965 grille, headlight doors and emblem, \$1965. 1964-65 NOS remote control mirror w/matching NOS right side mirror, \$495. "Driver" quality grilles: 1962, 1964-66, 1968-70, \$100-\$300 depending on condition. 1960-61 Comet dash clusters, nice condition, (2) to choose from, \$225 ea; 1966-'70 NOS cigarette lighter elements (4), \$60 each. 1966 Ranchero sheet metal: three sets of doors, ('66 Ranch only), \$100-\$300 each, three tailgates, \$200-\$500 each, stick shift pedal assemblies, \$250, three '66 Ranchero only rear bumpers, OK driver quality to good cores, \$150-\$300, '66 Ranch rear bumper brackets, \$125 a pair; cowl grill covers, \$75 ea.; '66 Ranchero bed trim, two complete sets, one drilled for bed cover, one stock; \$350-\$500. Lots of small parts for '66 Ranchero: dash assemblies, dash parts, visors, brackets, emblems, etc.; call/email with

your needs. '68-70 LR taillight surround, excellent used condition, \$95. 1968-70 taillight lens, excellent used condition, \$50. 1970 1/2 Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300. Speedometer, gauges, bezel, shows 28K miles, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/ email with your needs. All prices are plus shipping. Call or email lenkellogg@lpbroadband.net, 970-593-1964, or visit us at www.kelloggsgarage.com. CO. 200620

PARTS WANTED

289 Hi Po San Jose built four-speed radiator, Top tank is stamped: C4ZE W-MO; G2 2-65. 3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24th, 1965 at the San Jose, California plant. Keith Litteken, 314-480-2556, or kslitteken@aol.com. MO. 200720

MISCELLANEOUS

I am looking for someone to put my 1964 Falcon back together. The shop where I was having it restored up and closed. It left me with a car in pieces. The body work is 99% done. I'm retired and on a fixed income in North Mississippi. Please Help! Greg Faulkner, gefaulkner77@gmail.com, 662-750-4463. MS. 200720

TO PLACE A CLASSIFIED AD

- Please include item info and price, your name, location and FCA number.
- Please try to limit your ad to 50 words. Ads will be edited for space as needed.

Ads run for two months and must be resubmitted monthly after that. Ads must be received by email by the 20th of the month, two months before publication month. For example, July 20 is the deadline for the September issue.

Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

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Use your own artwork or we can scan your business card to fit. Ad size is 2.4125" x 1.3785".

Send artwork to editor@falconclub.com.

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Associate photographer

720-308-2977

kellmccain@hotmail.com

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Come check us out at the swap meet, 2019 FCA National Convention in Winter Park Colorado
We will have photos and Falcon parts for Sale. Call or email to setup your personal photo shoot!

**"Naturally naked" and "sustainably snapped free range
photography" and occasionally "vividly vintage" images.**

WISH WE COULD HAVE ALL BEEN THERE!

BUT AT LEAST THERE IS STILL THE T-SHIRT!

Many have asked about availability of event shirts since the unfortunate cancellation of the

41ST ANNUAL FALCON NATIONALS

The Ohio Valley Chapter is now taking orders for a one time only run of the Ford Falcon's 60th Anniversary Diamond Jubilee shirts

The cutoff date for receiving your order is August 15, 2020
Any order received after that date will be returned.

These shirts are Gildan 100% cotton with a 6 color imprint.
Price is \$20.00 each any offered size plus a \$7.75 shipping charge for each shirt.

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